

ARDMORE MOTOR NOTES

EVOLUTION OF MOTOR TRUCK AFFORDS SOME INTERESTING READING

The evolution of the motor truck in this country is an interesting study.

The truck has been on the market but a few years and there has been a great prejudice against it.

Despite this prejudice, however, the motor truck has made a place for itself and today it is in general use and the time is not far ahead when every farm will have its truck, and every business institution will be using them.

In this connection Harvey Steele of the Mechanics Motor Company, of this city, tells an interesting story. It shows that within four years time a man who ordered a truck salesman out of his place of business, is the moving spirit in an organization that uses the motor truck exclusively. Mr. Steele says:

"It was only about four years ago that I called upon Mr. P. J. Ratican, a crushed stone contractor in St. Louis, and after a short talk regarding how much of a saving a motor truck would be to him, was told that he was not interested.

"A little salesman's persistence on his part and I was ordered out of his office in no gentle manner. The road we can imagine my feeling last week when looking through one of the motor journals I found that the St. Louis truck owners had organized an association with Mr. Ratican as the leading spirit.

"Cases of this kind were very numerous in the early days of the motor truck and some of the old salesmen who pioneered and promoted their sales can tell some very interesting stories.

A St. Louis brewer had a son who, upon his return from college, he put in charge of his business. This son proceeded to reorganize matters in a general way and among other improvements he purchased a motor truck, having the dealer the usual cash deal with his order. When the brewer found out what his son had done he went into a storming rage and delivery on the truck was not made until the old man died.

"Despite such cases as this where would we be today but for the motor truck? There is not a motor truck factory in America today, but what is way behind in filling their orders and by next spring the man who wants to purchase a new motor truck will find himself up against a three or four months wait before he can get delivery even at the advance in prices which we are sure to see before long any first.

ENGINEER QUITS CAR TO RACE WITH ESSEX

For years Paul Chaney, a locomotive engineer of Farm, N. D., plied his trade over the great rails of the Great Northern. Now he has forsaken the iron trail for the dirt track and in a stock Essex, which differs from the standard car only inasmuch as it is equipped with a special racing body, he is establishing a remarkable racing record.

So great has been the success of Chaney and his Essex that he has given up his railroad altogether, his 20th birthday on the dirt tracks of North Dakota in the last six months having netted him over \$5,000.

This man, who is making his life and money on his supreme confidence in the endurance, workmanship and endurance of his Essex, is an example of the way Essex owners feel toward their cars. "I don't know," said Tom Cooper, last February Mr. Chaney visited the Milwaukee show in search of a car that would meet particularly searching requirements. With his practical knowledge of mechanics and engineering he examined every car displayed and came to the conclusion that the Essex was the only one suitable to his needs.

"He bought an Essex, equipped with the regular 5-11 gear ratio, as an every day automobile and not a racer. After having driven his car 1,000 miles he became so enthusiastic over its performance that he set out to convince some of his skeptical friends. They called cars around him and after several of these inspections a man race was arranged and staged at Adams, Minn., July 4th. Several specially built racing cars were entered but Chaney in his stock Essex with the 5-11 gear ratio walked away from the field. The next day Chaney repeated his victory, establishing beyond all question the superiority of his car. It was then that Mr. Chaney ceased to be a locomotive engineer and took up racing in earnest.

"Since that date Chaney and his Essex have won four victories in six states, running second in the other two. He won his third at Valley City, N. D., July 13th, establishing a new time record for that track. In the free-for-all five mile standing start at Fargo, N. D., July 20th, he took first place in 1:49. On Labor Day on the same track he won the five mile stock car event in 2:47. On Sept. 14th at Wheeling, Minn., he won second place against a field of special cars being beaten by eight feet by a car that completed at Indianapolis.

At Mendon, N. D., Sept. 18th, he was leading the field at the first mile by 1-3 mile when he blew a tire. He finished on the rim, losing the first round, just 30 feet behind the winner. On the same day at Valley City, N. D., he won against ten specials averaging 1:10 to the mile and breaking track records.

On the straight way Chaney has driven 58 miles an hour. He has done all of his racing however on 1-2 mile dirt tracks.

The Essex will be found at Cooper's Garage No. 2.

Wind Jammers Off On Trip.
Moss Patterson and Tom Cooper leave December 9 for a trip to St. Louis, Indianapolis, Cleveland, Chicago, Detroit and over into Canada for a visit to the different automobile factories whose lines they represent in Ardmore. They expect to be gone ten days.

Tom Cooper's Garage No. 2 unloaded a carload of Chandlers, Friday.

A car which has attracted a lot of attention this past week is the McFarland Ninety on exhibition at Tom Cooper's Garage No. 2.

Tom Cooper's Garage No. 2 delivered a 7-passenger Chandler to Mr. C. H. Butler, of Ardmore last week.

Hugh Watson of the Cole Eight fac-

tor, was in the city all last week, the guest of his local dealers, Tom Cooper's Garage No. 2.

Mr. Hugh West of the firm of Crawford and West of Wilson, drilling contractors, purchased a white wire wheel Special Chandler Speedster from Tom Cooper's Garage No. 2, Saturday.

Moss Patterson, manager of Tom Cooper's Garage No. 2, reports an extra good business in their repair shop the past three weeks. It has been necessary to add two more mechanics to the working force. Mr. Terry from Kansas City and Mr. Henderson from Dallas, R. H. Banks salesman for Tom Cooper's garage No. 2, spent Wednesday and Thursday in Marietta in the interests of his firm.

Guy Harris Motor Company
Mrs. C. W. Ridgeway of Ardmore, has purchased a 7-passenger Buick car from Guy Harris Buick Company.

R. L. Rogers of Ardmore, has purchased a 7-passenger Buick from Guy Harris Buick Company.

Guy Harris Company reports the sale of Buick 5-passenger cars the past week to Jim Mulkey and C. W. Dobbins of Ardmore.

Johnny Harrell has purchased a Buick roadster from Guy Harris Buick Company.

Guy Harris Company sold a Buick roadster to C. L. Anderson the past week.

Guy Harris left yesterday afternoon for Oklahoma City and Corvallis, on a short business trip. He will return within a day or two.

Slaughter Motor Company
Slaughter Motor Company has delivered to W. F. Winblood, agent for the Magnolia Petroleum Company, a Maxwell truck.

Guttor and Hall have purchased a Maxwell touring car from the Slaughter Motor Company and the car has been delivered.

Coopers Garage No. 1
Fred R. Jones of the Post Motor Company, has returned to his home after a two day visit with Tom Cooper's Garage.

Tom Cooper's Garage No. 1 has delivered Ford touring cars to Mrs. W. L. Lynch, of Ardmore, and A. C. Wilson, of Wilson.

W. P. Watson of Ardmore has purchased a Ford touring car from Tom Cooper's Garage No. 1.

Tom Cooper's Garage No. 1 delivered a Buick roadster to Vernon C. Patterson the past week.

J. W. Hughes, of Hensley, was in the city on business last week and purchased a Ford touring car from Tom Cooper's Garage No. 1.

Southern Motor Company
Mrs. O. B. Bradford of Ardmore, has purchased a Dodge Sedan from the Southern Motor Company.

Southern Motor Company has delivered a Dodge Seven Commercial car to the Rabun Motor Company of Miami, and also one of these cars to the Winston Norris Company of Waco.

Rabun Motor Company of Miami has purchased a Dodge touring car from the Southern Motor Company for Mr. Woodley of that place.

Charles M. Harris, of the Southern Oklahoma Battery Company, has gone to the Wilson factory at Cleveland, Ohio, to make a two weeks course to finish his expensive storage battery man.

Success Motor Company
A. C. Sings, of the Success Motor Company, and Mrs. Sings went to Oklahoma City last week and drove two Dodge cars back to Ardmore. Mr. Sings drove one of the cars and Mrs. Sings the other.

Moore Motor Truck Talk.
To eliminate city parking remaining indefinitely in back yards awaiting removal to garbage collectors, says C. E. Frey of the Klondike Motor Car Company, many municipalities of public works in different parts of the country are requesting appropriations from city budgets for the purchase of motor trucks for hauling garbage and ash.

"It has been found that uncollected garbage is a menace to public health, especially in summer weather, furnishing breeding places for dangerous diseases.

Red Cross Seal Girls War on National Peril



BEVERLY HAYES.

In the last few years hundreds of organizations in this country will conduct the annual sale of Red Cross Christmas seals December first to tenth in an effort to raise more than \$6,000,000 to carry on the most intensive campaign in history against the White Plague.

More tuberculosis nurse—more sanatoria—more hospitals and more general knowledge of the subject of tuberculosis are needed if this dread disease, which costs 150,000 lives in the United States every year, is to be conquered. Red Cross Christmas seals provide the means of war.

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PRINCE OF WALES IS FIRST PURCHASER OF 1919 RED CROSS SEALS

The first purchaser of the 1919 issue of Red Cross Christmas seals is the Prince of Wales. He bought the seals while in Washington from five-year-old Adrienne Mayer, "the littlest modern health crusader," recently decorated by General Pershing for attaining a perfect score in the children's health crusade against disease.

The royal visitor was not too busy in his crowded schedule of entertainment and sightseeing to endorse the fight against tuberculosis which the Red Cross Christmas Seal represents.

"Staring facts on public health conditions were shown by the medical exhibition of millions of men during the war," the prince said. "These facts have demonstrated clearly the necessity of attacking harder than ever, such menaces as tuberculosis. I am sure this worldwide work has the approval of every thoughtful person. The seals really represent the source of prevention. I wish the campaign all success."

The prince promised to use the seals on his personal letters. The Association for the Prevention of Tuberculosis of the District of Columbia is one of the 1000 state and local organizations affiliated with the National Tuberculosis Association. In common with the

affiliated bodies it has its own individual educational and preventive programme which coordinates with the national preventive campaign for 1920. More than 650,000,000 seals must be sold to defray the expense of this nation-wide movement. The 10-day sale will begin on December 1.

Notice Eastern Star

There will be a regular meeting of the Eastern Star Monday evening at 7:30. All members urged to be present. Visiting members cordially invited. MRS. ED SANDLIN, Worthy Matron. TTEA WOLVERTON, Secretary.

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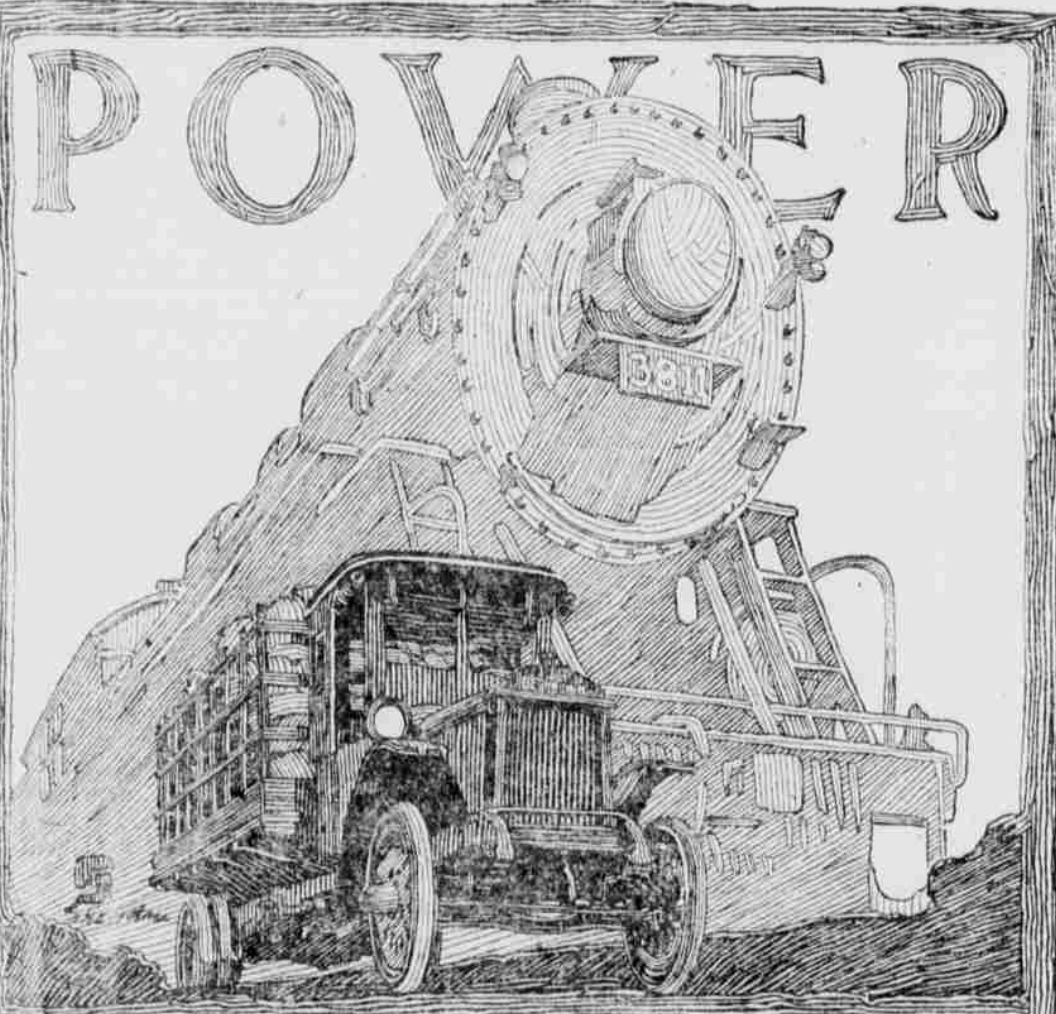
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